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THE HONGKONG DISPENSARY.

[31]

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**BIRTH.**  
On the 12th August, at Woodside, Singapore, the wife of J. BERNARD NICHOLSON, of a son.  
**MARRIAGES.**  
At the residence of Mr. and Mrs. J. E. Roberts, Philadelphia, by the Rev. F. W. Far, D.D., Frederick Howard Kew, to CAROL MURDER, youngest daughter of the late C. HAINES, of Salem, Ohio, U.S.A. (1246)  
On the 1st July, at St. Luke's Church, South Melbourne, Australia, by Canon Dickenson, M.A., Joseph Whitely Kew, to RUBY EVELYN, youngest daughter of the late ISAAC and EDITH HOLZ, Vienna. (1247)  
On the 6th August, at Yokohama, GEORGE MAXON BOYER, youngest son of the late Captain FREDERICK SAMUEL BOYER, R.N., to ROSEALIE LEONORA KIRBY, eldest daughter of the late MAURICE MONTAGUE KIRBY, of Yokohama.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VOUX ROAD (J).  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 20th August, 1903.

CONTRASTED with the state of affairs in the Far East, the relations of Britain on the continent of Europe may be looked upon for the first time for some years as eminently satisfactory, and reflecting no small amount of credit on her Government. For nearly a century the regal office in Great Britain had sunk to comparative unimportance, and the monarch had come to be looked upon as little more than a counterweight to add stability to the fluctuations to which a popular government is always liable. It was indeed known that her late Majesty did always insist on her constitutional right to be kept informed of everything transacted in her name, and more than once asserted herself over much on their own shoulders, but it seldom or never happened that Ministers of their own notion voluntarily applied for advice or inspiration to the Sovereign. So much was this the case that a certain section of politicians were in the habit of saying that, for all really efficient purposes in the way of imparting energy to the actual machine of state, the King's office was as a mere flywheel, taking up redundant energy at one point to distribute it again when unusual strain came upon it. The last twenty

years of the world have been indicative of a gradual return of the age of kingscraft, and it is worthy of note that with the exception of Russia, nominally the only autocratic empire of the lot, the actual guidance of affairs of state has fallen largely into the hands of the nominal chief rulers, who have been kings not only by law, but in a very large and remarkable degree in fact. The old Emperor of Austria, FRANCIS JOSEPH, was for years almost alone in guiding the affairs of the Dual Monarchy through the most severe crisis in its history, but it is to the allied German Empire that we have to turn to see the doctrine of personal government carried to the furthest extreme. Although King Humbert in Italy hardly exercised so much personal influence in the management of affairs as did his predecessor, the new king VICTOR EMANUEL III has, following the example of his generation, commenced to make his personal influence felt throughout the kingdom as well as abroad. And not only in the nominal kingdoms, but in the republics is the same element of personal government found to prevail, and here also, as in the former case, to the manifold benefit of the State. It is thus that Presidents LOUVER and ROOSEVELT are strong, not only through the position of the states over which they have been called upon to preside, but through the individual power of the men themselves. Of King EDWARD VII it is almost unnecessary to speak, but here the magnetic attraction of the man has come to the aid of administrative faculties of no mean order, and it is possibly the case that since the accession of the house of Brunswick no sovereign of England has exercised so potent a personal interest in the deliberations of his Cabinet. The effect is very plain, and is to be noticed in the very different construction put upon the actions of England by the continental Powers. A curious but marked instance of this is to be noticed in the recent telegraphic correspondence between King EDWARD, representing the longest abiding of European monarchies, and King PEREZ of Serbia, newly elected to almost the youngest. Whether King PEREZ was or was not cognisant of the dark crimes committed in the palace of Belgrade must remain for the present generation at least, concealed. He has denied the knowledge, and except that it might have been considered that it was in his interest that they should be committed we have no direct evidence to connect him with a series of crimes which have frequently landed down his name to posterity as distinguished alike for impartial justice and clemency. It is thus that by the exercise of tact and discretion a situation that might have been turned into an element of danger for the entire of Europe, has been taken advantage of to induce a much more wholesome condition throughout the Balkan Peninsula. Although a general drawing together has for some time seemed possible between France and England, it is undoubtedly the case that the difficulties in bringing it about would have been vastly intensified but for the strongly marked personalities of the two rulers. France and England had for some years been estranged—why it was not easy to divine. The curious fact that, in spite of this apparent estrangement, absolutely nothing had turned up to lead to hostile action on the part of one or the other was an evident indication that the interests of the two peoples was not in essentials hostile; but in family quarrels the most dangerous point is arrived at when both parties begin to discover the absence of any point of difference, and it was at such a moment that King EDWARD paid his round of visits, not omitting to look in upon President LOUVER. To this pleasant outlook there is but one exception, and that curiously enough is the one case where the sovereign, absolute in theory, is to all intents little more than a puppet in the hands of a hated bureaucracy. There the whole country is furrowed with discontent, ready at any moment to break out in excesses, of which the recent massacres at Kishineff are but an indication of what is likely to be the rule in the near future; and this bureaucracy, conscious of the evil that it has wrought, is, in trying to prolong its miserable existence, well content by its aimless and vacillating ambition to remain a standing menace to the civilised world. It is in strange contrast to this eminently satisfactory position in Europe that we witness the still too evident divergence in

Asia. The situation is not creditable to any of the Powers, least of all to Russia, which by unblinking falsehood and dishonour has been seeking to take advantage of every rift in the councils of her neighbours. Already she has taxed the forbearance of the other great Powers to the utmost, and it would seem from time to time that the inevitable had come. We are not advocates for peace at any price, over that of dishonour, and we would like to see the admirable concert which prevails in Europe applied to a similar useful purpose in the Far East.

A blank plague-return was issued from the Sanitary Board offices yesterday.

The French mail of the 14th ult. was delivered in London on the 18th inst.

Chan Fong, a coolie, was accidentally killed at Hunghom on Tuesday by a fall from a plank while carrying cement-barrels on board a junk at the cement-works there.

The Superintendent of the Eastern Extension Telegraph Co. informed us yesterday evening that, all land wires leading to Foochow being again interrupted by typhoon, telegrams handed in since 10.40 a.m. yesterday were detained at Sharp Peak but will be forwarded as soon as possible by boat or by wire.

The police are enquiring into the circumstances attending the finding on Tuesday night of the dead body of a newly-born Chinese male child on the pathway off Queen's Road West leading to the Government Civil Hospital. A grass cord drawn tightly round the child's neck suggested that death had been caused by strangulation.

A correspondent at Shanghai writes to the N.C. Daily News under date the 8th inst.:—There are several men-of-war anchored some three miles from the shore, apparently Italian and Japanese. Tientsin men are already finding a falling-off in the business there, Russians in Manchuria shipping the sable and other skins direct to Russia; and if Russia annexes Mongolia, which is probable, English and German houses in Tientsin will suffer in their skin and wool trade; yet Germany will not join in a protest.

By permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—  
March..... "Coronation March," Saint George Overture..... "The Sapphire Necklace," Sullivan Selection..... "The Messenger Boy," Ivan Caryll Song..... "Liedeslied," Carolyn Kay Selection..... "Mendelssohn's Songs Without Words," Waltz..... "Ertase," Renaud Serenade..... "Love in Idleness," Macbeth "Do I Save the King."

The Shanghai Mercury has the following very sensible remarks on the distribution of the Chinese Medal of Honor:—No matter how many of our local Corsairs, perhaps nothing else could have been done than was done. The professional garrison got their medals, the German Volunteers got theirs, the French we believe are to have theirs, and so—the British got theirs. But we must confess to something like a wish at the bottom of our heart that they had not applied for them. Tientsin clamoured not only for a medal but a bar. It would have been as well if there had been a bar to our medal.

On the 17th ult., Mr. Louis Sinclair, M.P., having asked the Postmaster-General whether, in view of the fact that mails from Tientsin and other Chinese towns are sent to England in from 24 to 35 days by the trans-Siberian route, whereas mails from England to those towns are sent by the Suez Canal route, occupying from 35 to 45 days, he will take an early opportunity of arranging for the mails from England to go by the trans-Siberian route. Mr. Austen Chamberlain stated, in writing, that he is endeavouring to come to an arrangement with the Russian authorities to enable persons in England to send correspondence to the Far East by the trans-Siberian route.

We have received from the Standard Life Assurance Company's local representative the 77th annual report of the Company. The amount proposed for assurance during 1902 was £3,635,549, and of this the amount accepted was £2,337,090, bringing up the subsisting assurances on the 15th November last to £27,007,175. The revenue for the year was £1,339,962, and the claims by death, etc., including bonus additions, £765,158. The aggregate funds of the Company increased during the year by £34,000, being the total available assets up to £10,642,377. The next division of profits will be made amongst participating policies in existence at the 15th November, 1903, and the Company has already declared bonus additions to policies to the amount of more than seven millions sterling. The record is a remarkable one.

A humorist, writing in the Singapore Free Press on the 12th inst., indulges his fancy thus:—To-day is the Twelfth, the festival of St. Grouse, as a certain Hongkong paper would love to put it in its little medieval Latin way. We see that our senior contemporary attributes the remark to the "scholarly editor" of the Free Press. It would certainly be interesting to know on what grounds of scholarship, ancient or modern, the preference for the contraction "St." instead of "St." is to be condemned as either "Latin," "medieval," or "dog-Latin." We always imagined that the Free Press scholar objected to "St." because it appears in the Saturday Review, that red rag to the Singapore bull. Perhaps it is on grounds of scholarship too that a defence is to be found for the Free Press's objection to the full point. We constantly find in our contemporary S.Y.I. for S.Y.L. and so on, including even the Imp German mail (!).

Further large consignments of British dollars are being sent to Hongkong from the Singapore Treasury, says the Straits Times, for the purpose of being coined into the new British dollars.

In the 14th inst. Sir Ernest Satow left Wossung by H.M.S. Eclipse, which is to convey him to Weihaiwei and then to Shanhaikwan, whence he proceeds by train to Peking.

According to a Seoul despatch to the Osaka Mainichi, a rumour is current in Seoul to the effect that M. de Planey, French Minister in Seoul, has received notice of transfer and is leaving Corea in October next.

Immigrants continue to pour into Canada. On one day at the end of last month fifteen hundred arrived by the steamers Lake Manitoba, Tunisian and Dominion. Two-thirds were going through to the Canadian Northwest, the balance being distributed through Ontario.

It was reported in Shanghai on the morning of the 14th inst. that the question of the disposition of the Suiyao prisoners had again been referred by the Diplomatic Body at Peking to the Consular Body in Shanghai. Further, it was said that the Consular Body would not meet or come to any decision on the matter until after the return of the Senior Consul from Japan. He was expected on Sunday last.

It is reported on what is said to be good authority that the Esquimaux Naval Station, headquarters of the British Fleet in the Pacific, is to be reduced to a Commodore's command when Rear Admiral Bickford retires in October. Captain James E. C. Goodrich, Captain of H.M.S. London, of the Mediterranean Squadron, is mentioned as the Admiral's successor. He will be promoted Commodore on appointment.

We quoted recently some remarks made by a correspondent of the N.C. Daily News about the state of affairs at Port Arthur. Another correspondent writes in strong opposition, saying:—There are no shipbuilding works in Port Arthur. The "vessels finished and unfinished, seen in every direction," are small torpedo-boats built at St. Petersburg by the Nevsky Iron Works and Engineering Co., and now being put together and equipped in Port Arthur under temporary sheds and under the direction of one of that Company's Petersburg staff. There are not "twenty" dredgers in Port Arthur, but five, and the Japanese are not "prohibited as if they were mad dogs" but carry on their operations as commission agents, storekeepers, barbers, etc., with as little interference and in as much security as they do in our own Settlement.

A Halifax, N.S., despatch last month reported that Halifax society women were in a flutter over sensational charges made by the Rev. W. A. Wood, a Presbyterian minister, that he was informed that women who came to church and approached the Holy Communion with an appearance of sincerity and humility, went on the golf links next day and swore like troopers. "What are we to expect of men now," he continued, "when women look upon profanity as the correct thing?" The Halifax Golf Club is one of the most exclusive institutions, and the preacher's charges have made a great sensation. A lady golfer's delegation waited upon Mr. Ancient and demanded a retraction. This Mr. Ancient declined to make, and in an interview later stated that he had been told that ladies not only swore but smoked at the links. The Golf Club was expected to take official action.

The Japan Mail quotes from the San Francisco Call a wonderful example of yellow journalism in exercise. The head-lines are as follows, in very large type of course:—  
"Wisconsin Girl Weds an Emperor—Shares the Throne with Ruler of Corea.—Daughter of American Missionary Wins a Crown.—Emily Brown of Appleton is now the Empress On." Then follows a "special to the Call" from Milwaukee, stating that "Last January Yi Heyung, the Emperor of Corea, celebrated the fortieth anniversary of his accession to the throne, and on the same day a beautiful young girl, Emily Brown, the daughter of an American missionary, was crowned Queen of Corea. Her infant son was also proclaimed heir to the throne. Up to the time of her coronation the new Empress of Corea bore merely the title of 'Lady Emily,' in Corea 'Emmy,' but now she is called 'Empress On,' or, translated into English, 'The dawn of the morning.' We hope that Appleton (Wis.) was not put to great expense in celebrating the receipt of the glorious news."

On the 4th inst. Lord George Hamilton, replying to a question in the House of Commons, said that the Tibetan and Chinese Officials, besides dealing with trade difficulties, will deal with grazing and other disputes on the frontier of Sikkim and Tibet. A Calcutta despatch of the 6th inst. says that news from the Tibet Commission shows that the party has reached Khambojong. The Chinese Commission is not yet complete. There is to be a change of officials at Lhasa, the present Amban being relieved by another official from China, who is now travelling overland from Peking. The new Amban is expected to join the Chinese Tibetan Commissioners shortly. The other side is represented by Captain Dyer, Mr. Ho The, a Tibetan official from Lhasa, and a Situng Lama who represents the spiritual element. There are 700 Situng Lamas in Lhasa, forming a special entourage of the Dalai Lama and corresponding in some respects to the Cardinals of the Roman Church. The conditions at present appear hardly favourable for an early settlement of the matters in issue, concludes the despatch.

Kobe and Yokohama are endeavouring to send a combined cricket team down to Shanghai this autumn.

We have received from Mr. Arthur Chapman, Government Assessor, a copy of the quarterly supplement No. 1 to the New Street Index published last April.

The U.S. transport Justia has been ordered to Taku to take the guns and ammunition from the Monoway, which is to disappear at last from the U.S. Navy.

That eminent Russian journalist Count Cassini, writes the Times New York correspondent under date July 20, suddenly reappears in Paris, and cables through a Press agency. He denies that while he was Ambassador he agreed with Mr. Hay to the open door in Manchuria, but he expects that an understanding will be reached. He admits that he is ignorant of what has been done by the Russian Chancery d'Affaires since he left.

The Bangkok Times says that Mr. Graham and Mr. Thomson, in going down from Bangkok to Kelantan, left the Boribot of Singora, and travelled the rest of the way in the Siamese gabpost Ran Rak. This has evidently been done with a view to impressing the Kelantians with the fact that it is to Siam and not to Britain that they must look for protection. Still, Siam might have sent a smarter-looking vessel than the antiquated Ran Rak.

Various estimates of the damage done to the Tanhwa d. her cargo by the disastrous fire have been given. From an authoritative source the Kobe Chronicle learns that the damage done to the vessel alone will amount to 500,000 yen, although an examination may considerably increase this figure. With regard to the cargo, no approximate estimate of the damage done can be obtained as yet. It is not improbable that after a thorough examination the damage done to the vessel and cargo will be found to be not far short of a million yen.

Both on the 16th and on the 17th ult. the Novor Vremya devoted its leading article to the subject of Russo-Japanese relations, the strained condition of which it attributes to the attitude of certain newspapers "published in Japan with the aid of English money." The journal continues:—"In Europe, as in Asia, Russia stands as the guardian of peace. Japan must therefore not allow herself to be influenced by Great Britain, who in the event of war would not render her assistance. The adoption of a pacific policy would enable Japan to restrict her expenditure and render it possible for her to come to a friendly arrangement with Russia."

From some Borneo and Labuan notes in the Straits Times, we take the two following items:—Chorea is another "bracket town," but is reported as being still severe in the interior, gradually making its way towards British North Borneo. The Cutler Works in Brunei were stopped for a month as no workmen could be got. The Sultan has had public prayers and the main hantu business to drive away the scourge. Labuan has so far providentially escaped the scourge.—News from Sarawak states that some trouble has been caused by Chinese in Upper Sarawak. Within the past year a very turbulent lot of ex-Boxers have immigrated thither. They may be safely left to the Rajah to be dealt with as they ought to be; they are not going to be treated with milkop methods.

## WATER POLO.

One of the best matches this season took place at the V.M.C. enclosure on Tuesday afternoon, when two teams representing the Club Lusitano and the Y.M.C.A. met each other. The match started at 6.45 p.m. before a large crowd, which included a few ladies. Both sides played an excellent game, and an even one, as the result, one goal all shows. Only one opening was secured in the first half, and it fell to the Club Lusitano, who later fell before a spirited attack by their opponents and conceded the equalising point. Messrs. O. Cook and R. Widdell, on the Y.M.C.A. side, and Messrs. F. Barros and A. E. Alves on that of the Club Lusitano were conspicuous by their dashing play. Mr. T. Meek was referee. Mr. A. Loureiro time-keeper, and Messrs. F. White and D. Bain were linesmen.

## PERSECUTION OF REFORMERS.

The persecution of reformers inaugurated lately in Peking by reactionaries at the capital, says the N.C. Daily News, seems to be going on merely—in the latter's eyes, any way—and a number of persons of various ranks known to have progress and modern ideas are being denounced in vituperative language to the Throne. As the reactionaries are seeking to get revenge for the terror they experienced in 1900 and 1901 after the Boxer disturbances, for fear of being demanded for punishment by the powers for complicity with the Boxers and persecution of native Christians, and sympathisers with foreigners, a Northern native newspaper pertinently suggests that the Foreign Ministers should send a hint to the Grand Council that, if this persecution of Progressives be allowed to go on, the Powers would demand the punishment of such of the reactionaries whose names were in the list of guilty mandarins in 1900 but who had managed, in one way or another, to escape deserved punishment. It is further reported that a certain Foreign Representative has even made some such hint to the Waiwupu.

## TELEGRAMS.

## REUTERS SERVICE.

## THE RUSSIAN BLACK SEA SQUADRON.

LONDON, 17th August.

It was the St. Petersburg Official Messenger which reported on Saturday that the Russian Ambassador at Constantinople had received a telegram from Sebastopol stating that a squadron of the Russian Black Sea fleet had been ordered to Turkish waters. Consequently though so far no other information has been received, and in spite of the explanation of the report given at Constantinople, the news appears to be indubitable, and is so regarded in Vienna, though surprise is expressed that Austria was not notified.

LATER.

A Russian squadron of four battleships, four torpedo-boat destroyers, six torpedo-boats, and transports has sailed for Turkish waters.

## THE BALKANS.

LONDON, 17th August.

The Austrian Agent has expressed his anxiety to the Bulgarian Premier concerning the possible results of the publication of the memorandum to the Powers, which is calculated to dangerously excite the population of Bulgaria.

LATER.

The Porte has called out 52 fresh battalions, in consequence of the extension of the insurance agreement.

## THE PANAMA CANAL TREATY.

LONDON, 17th August.

The Colombian Senate has rejected the Panama Canal treaty with the United States.

## CORRESPONDENCE.

## PUBLIC DANGERS IN CAINE ROAD.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 19th August.

Sir,—The publicity which I ask of you for this letter will surely cause a *mauvais quart d'heure*, spent in its perusal and consideration, to the persons for whom it is intended and who are my neighbours in Caine Road. I very much regret the necessity of having to give them any offence at all, as I am one of those who believe that it is a good policy to try to be on the best terms possible with one's neighbours, but in the present instance, I consider that I cannot be doing my duty towards humanity, were I to keep silence. I shall, therefore, much indebted to you, Mr. Editor, if you will kindly insert this letter in your earliest issue, so that some measure may at once be taken to suppress the evil in question.

Caine Road has hitherto been considered as quite a peaceful and agreeable residential quarter, and I may have mention in being able to share that opinion (which by-the-by was a matter on which I inwardly congratulated myself) until some neighbours arrived with an unmistakable liking for dogs and their vicious habits. I may have mention that I do not detest dogs; they are inoffensive and useful when properly domesticated and looked after, but I believe most people will agree with me that the line must be drawn where they begin to show a pronounced inclination for the study of human anatomy.

Two weeks ago a Chinese woman, who happened to be peacefully passing along Caine Road, at about 7 o'clock in the morning, was not upon by a couple of my neighbour's doggies fully quarter of an hour before anyone came to drive them away. The poor woman was bitten in several parts of the body and nearly denuded of her clothing. She could scarcely stand from fear and exhaustion had the struggle lasted just another five minutes. Since then a few other Chinese have also been set upon by the same dogs, the last case taking place yesterday at 6 p.m. when another Chinese woman was bitten in two places before anyone came to her help.

This is certainly a very great public danger, especially to children alone or in charge of their amials, and I would advise parents not to allow their children to pass through Caine Road, particularly at the point where it branches off into Lower Castle Road. It is to be regretted that the owners of such ferocious animals should have taken no effective measures to put a stop to this public danger, thus compelling people to come reluctantly to the Press in order to have the matter made public and brought to the notice of the proper authorities. While on this subject I would also like to refer to another public danger which exists also in Caine Road. It is the stupid practice of some undisciplined urubins, whose parents reside in a terrace just above Caine Road, of throwing stones into houses in Caine Road and Lower Castle Road. Windows are thus smashed and roofs holed, and the safety of passers-by is endangered. I know of a case in which a lady passing through Caine Road on her way home miraculously escaped being struck on the head with a huge stone. Coming as the stone did from a height of 50 feet more or less, the result of such a blow had it taken effect, can better be imagined than described!—Yours, etc.,

DISGUSTED NEIGHBOUR.



## THE "EMPRESS" COLLISION.

## NARRATIVE OF A PASSENGER.

A collision at sea is an experience that befalls a traveller only rarely, but when it occurs it leaves on the mind an impression that it is often impossible to erase. That is why a passenger by the *Empress of India*, a Calcutta gentleman, was able to supply a representative of the *Daily Press* yesterday with an accurate account of the collision on Monday night between the C. P. R. steamer *Empress of India* and the Chinese steamer *Wong Tai*. He was on deck enjoying the cool air, and stood underneath the bridge on the starboard side. The hour was 11.50 p.m., and the night beautifully fine; the ship's speed was about fifteen knots. On the starboard side, apparently about four hundred yards away, were the lights of what seemed to be a steamer, which the *Empress* was gradually overtaking. The steamer looked to be steering a course parallel to that of the mail boat, but when her stern was in a cross line with the *Empress's* bows she appeared to alter her course to cross the other vessel's bows. The movement was inexplicable to our informant, who distinctly remembers saying to himself: "She can't go before us, and she can't go behind us; therefore, what is she going to do?" The answer came in a startling manner. The steamer, or cruiser, drew nearer and nearer, and the officer on the bridge of the passenger ship called out: "Port your helm there." Nearer still drew the two vessels, however, and then the cruiser struck the *Empress* about twenty feet away from where our informant was standing.

Confusion for a moment amongst the passengers on the liner was one natural outcome of the collision, but they were quickly reassured that no danger was imminent, and tranquility was restored. The cruiser scraped and slid all the way along the steamer's side, and then managed to get clear. At first sight she appeared to have suffered no material damage beyond the loss of some projecting gear, but presently she ran up distress signals. The *Empress* had by this time stopped, but the boats were all the time drifting further apart, so that it was impossible to tell what was happening on board the *Wong Tai*; as far as our informant could tell, however, there was no confusion, no noise of any sort that might be expected from men who knew they stood in danger of losing their lives. The impression of those on the *Empress* seemed to be that there was not much wrong with the cruiser, and only one boat was launched to go to her assistance. Then it was seen that the *Wong Tai* was settling down by the stern, and the order was given to launch the *Empress's* boats. This order was carried out without the slightest display of confusion, the crew of the mail steamer carrying themselves as though the saving of life from a sinking steamer was an every-day occurrence with them.

Difficulty was experienced in getting the cruiser's officers off, as they were most reluctant to leave the stricken ship, which was rapidly filling and settling down by the stern. The captain, the navigating lieutenant, and the gunnery lieutenant refused to stir from the bridge, and went down with the cruiser; the two latter were, however, saved. Two junks were in the vicinity, and they were standing by when the cruiser, throwing her ram in the air, went down like a log. It is supposed that she altered her course to get out of the way of a junk, but the passenger who supplied us with the above details saw no junks except the two mentioned, and they were not in the way.

The *Wong Tai*, we understand, lies in sixteen fathoms of water; the tops of her masts can be seen at low tide. Yesterday the cargo of the *Empress of India*, which appears to have suffered no damage by the collision save the starting of one or two plates and the scraping of her paint for a considerable length on the starboard side, was removed by the Godown Company; the vessel will probably go into dock to have the necessary repairs attended to and to be surveyed.

## LATEST STEAMER MOVEMENTS.

The T.K.K. steamer *Nippon Maru*, with mail, &c., from San Francisco to the 31st ult., via Honolulu, leaves Yokohama for this port, via Inland Sea, &c., this morning.

The steamer *Lightning* left Singapore for this port on Wednesday afternoon.

The American S.S. Co.'s steamer *Nordkyn* left Singapore for this port, via Manila, on the 18th inst., and is expected here on the 25th inst.

The C.P.R. steamer *Albatross* arrived at Nagasaki at 7.30 a.m. on the 18th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 6 a.m. to-day.

The C.C. steamer *Altholl* left San Francisco for this port via Japan ports on the 18th inst.

The C.C. steamer *Lothian*, from San Francisco 20th ult., leaves Yokohama for this port, via Moji, this morning.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

At 6 p.m. 18th, Red Drum hoisted.

The barometer has risen over Meiseo Sims, fallen over Formosa and the S.E. coast of China.

The typhoon crossed Formosa during the night, and passed this morning into the N. part of the Formosa Channel. It is moving W.N.W. or NW, and threatens the coast between Amoy and Poochow.

Pressure remains high over SW. Japan and the E. coast of China.

Very bad weather in and to the Northward of the Formosa Channel.

Strong W. and SW. winds off the S. coast of China.

Forecast.—Fresh W. to SW. winds; squally, showery.

Red Drum lowered.

## NOTES FROM THE BOTANIC GARDENS.

For a wealth of bloom during the summer months there are no better plants than the *Allamandas*; in fact they may be had in flower up to November. They may be either grown in pots or beds as circumstances permit, but whichever way is adopted they will well repay any attention shown them. At the present time there are several plants in flower in both pots and beds in the Gardens. Nearly all the *Allamandas* have yellow flowers and are natives of tropical South America. There are four species under cultivation in the gardens, viz., *Allamanda Schottii* and *Allamanda Hendersonii* with large yellow flowers, *Allamanda cathartica* with medium-sized flowers, and *Allamanda nerifolia* with small flowers.

Perhaps it may be interesting to note that the plant called by the Chinese "blue grass," and largely used for planting under trees and other shady places, is not a grass at all, but a bilious plant known under the name of *Ophiopogon japonicus*. It is of great use for covering bare patches and will thrive just as well in the sun as in the shade. It is a native of North China and Japan, but various of it have been found in Kwangtung Province. It is a general rule that in the most northern part of its range a species becomes more leafy but produces fewer or no flowers. This is the case with this species, which is used in London as a foliage plant for edging flower-borders. But it has also the interesting peculiarity that when artificially extended to the south of its range, as in Hongkong, it assumes the same flowerless habit and can be used for the same purposes as in England.

A very pretty orchid is now in flower in the No. 3 house. This is *Platydictyon glauca*, a native of the Philippines, and is bearing 125 spikes of flowers. The spikes are produced at the apex of the young pseudo-bulbs, and each bears about 70 flowers. The individual flowers are more than 1-inch across and are borne distichously on the rachis. They are at first light yellow in colour but afterwards become much darker, and as the spikes are recurved they make a very pretty effect.

The bed of *Agave americana* mentioned three weeks ago continues to make a good show on the lower terrace. The variety, a better one than has been obtained hitherto from England—was discovered in a Chinese garden last year, and seeds from which the present plants were raised were presented to the Botanic Gardens by the owner.

The rainfall for the month to date has been 7.29 inches.

## THE THEATRE.

## "CHARLEY'S AUNT."

Everybody knows *Charley's Aunt*, and if they have not seen the lady they have heard all about her from those who have. She was born some nine years ago, more or less, and ever since has been keeping the theatrical world laughing at her doings. As a comedy *Charley's Aunt* attained a degree of perfection that made popularity a mere matter of course; it ran the gauntlet of the critics without suffering any diminution of its reputation, and was received with open arms by a delighted public, who hailed the creator, Mr. W. S. Pease, as their benefactor. *Charley's Aunt* has been all over the world since then, and everywhere its reception was enthusiastic to a degree. Even in Hongkong, so far removed from theatrical centres, have not been denied the pleasure of being eye-witnesses of the comical adventures of *Charley's pseudo-relative* from Brazil, "where the nuts come from." We laughed at these adventures then, and hoped the day would not be long in coming when we should have opportunity of again witnessing them. It came yesterday evening, and the well-filled house that assembled in the Theatre Royal could only be regarded as a natural concomitant of the presentation of a comedy that has won such wide celebrity. The Pollard Company undertook a difficult task when they essayed to play it, for just as an actor is always at a disadvantage in a play which is familiar to his audience, who have generally placed their own interpretation upon it and expect that interpretation to be strictly observed, so is any combination of artists confronted with a serious obstacle in presenting a play that has had the best possible talent at its disposal. The Pollard company, however, responded bravely to the heavy demands made upon them, and made their production of *Charley's Aunt* one of the hits of the season. The mounting and dressing were fully executed, the action of the piece was animated, and the dialogue bright. Mr. Edward Noble played the principal part, and quite fulfilled expectations. A comedian by natural bent, he entered fully into the spirit of the part, and realised its possibilities with marked effect. Sir Francis Chesney had a clever exhort in Mr. R. W. Ellison, and the Jack Chesney of Mr. Wentworth Watson was also an excellent bit of acting. Mr. Percy Hadyn assumed the role of *Charley Wickham* with admirable results, and Harold Carr's abilities had good scope in the characterisation of Stephen Spettigew. Mr. Alfred Talbot had little to do as Bassett, but he saved the part from obscurity. Coming to the ladies of the Company, Miss Ada Lawrence won praise for her tasteful appearance as Donna Lucrezia; she was ably supported by the remaining ladies, Miss Grace Gale, Miss Mills, Miss Eva McDonald, and Miss Marguerite Toppet, who played their respective parts with great credit.

*Charley's Aunt* will be repeated to-night.

Young Actor: "How do you like my Hamlet?"

Old Stager: "Oh, it was your Hamlet, was it? I thought I did not recognise it as Shakespeare's."

## SUPREME COURT.

Wednesday, 19th August.

## IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

## ARMED ROBBERY.

Eight Chinese by name Wong Tak, U Shan, Wong Chik, Wong Wa, Wong Shing, Chiu Kwau, Ip Mau, and Kwong Tsau, were charged with having on 18th July at Deep Bay in the waters of the Colony, being then armed with poles and hoes, assaulted Cheung Shu and Cheung King Ti and stolen a boat belonging to the first-named and \$10 in money; and also, on a second count, with having assaulted Cheung King Ti.

They pleaded not guilty and were defended by Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. D. Piper of Messrs. Johnson, Stokes and Master, solicitors). The Attorney-General, Hon. Sir Henry S. Berkeley (instructed by Mr. H. Hursthouse of Messrs. Denays and Bowley, solicitors), conducted the prosecution for the Crown.

The following jury was empanelled:—Messrs. H. S. Ho, J. D. Haswell, W. R. Clark, S. J. Goss, A. E. Alves, J. W. Stewart, and R. C. Hockford.

The Attorney-General in his opening statement said that the scene of this affair was Hoikau, in Deep Bay, near the mouth of the Shaumau River. On the day in question the two complainants were engaged in rowing passengers out to the steam-launch *Lee Fat* which runs to Hongkong, when they were set upon by a large crowd of boatmen, who beat them, seized and smashed up the boat, and took away \$10 in money that was on board. The second complainant was very badly beaten. The motive for this action of the boat-men was said to be that the *Lee Fat* was injuring their trade in carrying passengers to Hongkong and other places.

Evidence was given.

The jury returned a verdict of not guilty, and the accused were discharged.

The Court rose.

## SIR ERNEST SATOW AND THE CHINA ASSOCIATION.

The N.C. *Daily News* writes that the interview between the British Minister and the Committee of the China Association at Shanghai was remarkable for the unanimity that evidently existed between the Association and the Minister. There is no Englishman in China, says the journal, who will not confirm the concluding paragraph in the address presented to Sir Ernest: "We desire to repeat the feelings of satisfaction which are held by all British subjects in China at the presence of your Excellency once more amongst us, to have this personal opportunity of making our acknowledgments of the untiring care to which your Excellency has characterised the period of your Excellency's tenure of your high office." The address being private, our contemporary is of course unable to print it, but gives the gist of it as follows:—"It naturally begins by congratulating his Excellency on his return to China with fresh distinctions and wider powers; and it naturally goes on to refer to the alarm that is felt lest Russia should close the open door in Manchuria, and impose before long discriminating tariffs and trade disabilities. It was natural that the Association should draw Sir Ernest's attention to the strides that are being made in railway construction in China by the subjects of other Powers with the constant aid of their Governments, as contrasted with the very slow progress made by British railways. It was natural that they should point out that many of these railways have political not commercial aims, and that intentional endeavours seem to be made to thwart British enterprises even in what Great Britain claims as her sphere of influence. But it must honestly be confessed that British enterprise is not without blame in this matter, and that the British Legation has gone backward in giving all the assistance possible to the progress of imports over exports in China. In alluding to the apparent progress of imports over exports in China, the Association opened a question which requires much more investigation and elucidation. One more thing is certain, that China is not called upon to pay any such sum as this; a large sum, it is represented by the foreign capital that is being invested in China in railways, etc., and we are no cause for alarm in the present position, though on the other hand China's wealth will be much faster when she realises what she could gain by abolishing export duties, improving her means of internal communication, and developing her mineral resources. Undoubtedly one of the most important stipulations in the lately ratified Treaty of Shenghai is that 'calling for a uniform national coinage, and there can be no one made at heart who will not echo the fact that the Chinese Government will give effect to this undertaking as early as possible. We are glad to know that attention was drawn to the fact that the Conservancy of the Whangpo has not taken a step forward since the Protocol was signed two years ago. It is incredible that if the Consular Body here had taken up the matter strenuously they could not have succeeded in getting the intended Board made. The unsatisfactory position of the Consular Court, and the desirability of having complete provisional regulations of the river, are matters of definite and satisfactory progress. One of the subjects in the address to Sir Ernest, 'What is asked is only what has often been asked and what is essential, just that a Chinese defendant, when the nationality of his prosecutor, shall in the Mixed Court of the Settlements be as the prosecutor, or acceptable to the court, sitting with the native magistracy.' It is understood that Sir Ernest Satow's reply to the Association showed that he was acquainted with the points submitted to him, and a determination to use every possible means to settle them satisfactorily.

## POLICE COURT.

Wednesday, 19th August.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

## THEFT FROM MELCHERS &amp; CO.

Between the 23rd and 25th of May last the Godowns of Messrs. Melchers & Co. at Queen's Buildings were broken into and some boxes stored there tampered with. The boxes belonged to the late proprietor of the firm, who, it may be remembered, committed suicide from a launch at Macao on account of defalcations of a friend, a shroff at the Hongkong & Shanghai Bank, for whom he stood surety. The matter was reported to the authorities at the Central Police Station, and on the 26th May, Detective Sergeant Marison proceeded to Queen's Buildings to investigate. He found that the door of the godowns had been opened apparently with a duplicate key, and that three of the boxes inside had been broken open and their contents tampered with. Sergeant Marison then went to the coolie quarters in Queen's Buildings and arrested four Chinese, who were charged with being concerned in the affair.

One of these was discharged and gave evidence against the other three, two of whom were convicted and sentenced to six months' hard labour each; the fourth prisoner, in whose case the evidence for the prosecution was not conclusive, was discharged.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

## ALLEGED THEFT OF CARGO.

Three Chinese, one of them the master of a licensed cargo-boat and the other two his wife and a deck-hand, were remanded till the 24th inst. on a charge of stealing cargo to the value of \$90 from the steamer *Michael Jensen*. Mr. d'Almeida Castro appeared for the defence.

It is alleged against the accused that they stole the cargo from barrels which they were landing from the steamer. There were in all 363 of these barrels on board the cargo-boat, and when they were being unloaded on the Puya at West Point it was found that 17 of them had been opened and a quantity of their contents removed; the stolen cargo was found underneath the planking of the cargo-boat. The police were sent for, but before they arrived the entire crew, with the exception of the owner's wife and five children, had taken to flight. The woman and children were taken into custody, and eventually the two male prisoners were arrested, they with the woman then being charged as stated.

## LATE TELEGRAMS.

(VIA CAYLON.)

## THE PAPAL ELECTION.

London, 2nd August.

It appears that eight Cardinals received votes, Cardinal Rampolla and Cardinal Serbelloni Yametelli being chiefly supported. The ballot this morning was resultless; but there has been a vote by acclamation, indicating that votes are beginning to concentrate. Later news says that this evening's vote was also inconclusive.

London, 3rd August.

It is stated that, at the beginning of the Conclave, Austria voted Cardinal Rampolla. The latter protested against a lay Power meddling in a Pontifical election. The Cardinals indignantly sympathised with Cardinal Rampolla; but, after that, Cardinal Rampolla received fewer votes. Cardinal Sarlo received fifty votes.

## PRINCE OF WALES'S INDIAN VISIT.

London, 2nd August.

The *Daily Mail* states that the Prince of Wales has deferred his visit to India this coming winter solely owing to the heavy expenses incurred by the Native States at the Delhi Durbar.

## ITALY'S RENEWED PROSPERITY.

London, 2nd August.

In a speech by Signor Udine, the Italian Minister of Finance, he announced that the year ending the 30th June last would show a credit balance of sixty million lire.

## GOVERNMENT AND THE CUNARD LINE.

London, 4th August.

An agreement between Government and the Cunard Line, dated the 29th July, has been laid on the table of the House of Commons, with a draft deed for securing the debenture stock, and will be published shortly.

London, 5th August.

The agreement between the Cunard Company and Government embodies the provisions mentioned in telegrams of the 1st October last and others published in the *Times* of the same date. The Company holds its whole fleet at the disposal of Government. The officers and three-fourths of the crews must be British, and half the crews of the two new vessels the Company has to build must be naval reservists. The Government's loan is not to exceed £3,600,000, which is secured by debentures bearing interest at 2½ per cent. In addition to the debentures Government receives, special twenty-pounds sterling in certain contingencies a voting right equal to a quarter of the total votes of the shareholders.

## MEDICAL RESERVE.

London, 4th August.

Mr. St. John Brodick, in the House of Commons, has hoped to announce next session an order for a Medical Reserve for the Army Medical Corps, formed from the higher class of candidates now competing for Army Medical appointments.

## LORD CURZON'S ADMINISTRATION.

London, 5th August.

The *Times* to-day reviews at great length the high qualities and capacity Lord Curzon has shown as Viceroy of India, and the successes

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which have attended his efforts and which must encourage him in the great scheme of reforms he has set before him. "The extension of his term of office," the *Times* says, "is the best recognition of the remarkable services rendered, and the magnitude of the task he has undertaken."

All the other papers have articles highly eulogising Lord Curzon's past services and heartily appreciating the devotion and self-denial shown by him in his acceptance of an extension of his term of office. The *Daily Chronicle* congratulates India on Lord Curzon's decision. The *Morning Post* says that though absent, Lord Curzon's services in India are such as to make it impossible for the British public to forget. The *Standard* says:—Lord Curzon has been eager and strenuous beyond the most energetic of his predecessors, and in consenting to remain in India, he is sure of the applause and gratitude of his countrymen."

RUSSIA AND CORREA.

London, 6th August.

Reuter's Yokohama correspondent says that advances from Seoul state that an agreement has been practically concluded between Russia and Corea, whereby the former acquires 200 acres at Yong-am-po on a 99 years' lease.

## UNIONIST RETURNS TO LIBERALS.

London, 6th August.

Mr. John Wilson, Member for Falkirk burghs, has seceded from the Unionist Party, as he disapproves of Mr. Chamberlain's fiscal policy.

## THE IRISH HONOURS.

London, 6th August.

The Irish honours include six Baronetcies, one being for the Lord Mayor of Belfast and another for the Lord Mayor of Cork. There are also nine knighted lords.

## COUNTY CRICKET.

London, 5th August.

Worcestershire beat Warwickshire by nine wickets. Kent beat Essex by ten wickets. Yorkshire beat Lancashire by five wickets. Middlesex beat Somerset by two wickets. Derbyshire beat Hampshire by an innings and 59 runs. Nottingham beat Surrey by 118 runs. The match between Gloucestershire and Sussex was drawn. [The positions of the counties on the 6th August stood thus:—

County.	P.	W.	L.	D.	pts.	Per cent.
Middlesex	11	5	0	5	6	100.00
Sussex	2	1	1	5	7	46.66
Yorkshire	17	5	2	10	3	42.85
Worcestershire	15	7	3	5	4	40.00
Nottingham	17	5	3	9	2	25.00
Essex	17	6	4	7	2	29.00
Lancashire	2	2	6	2	1	9.00
Kent	14	5	5	5	1	11.11
Warwickshire	14	3	1	7	1	11.28
Surrey	21	6	8	7	2	14.28
Somersetshire	13	4	6	3	2	20.00
Derbyshire	12	4	6	2	2	20.00
Hampshire	11	1	6	4	5	17.42
Gloucestershire	14	1	6	7	5	17.42
Gloucestershire	14	0	7	7	7	100.00

(VIA SHANGHAI.)

## GERMANY AND RUSSIA.

Berlin, 10th August.

Contrary to certain reports, it is stated here that the visit of the German Squadron to Vladivostok was only an act of courtesy towards Russia, and was not in any way aimed against Japan.—O. Lloyd.

## THE BALKANS.

Berlin, 11th August.

The *Norddeutsche Allgemeine Zeitung* says:—No news has been received from the Balkan Peninsula which justifies the conclusion that the Monastir event will cause special difficulties after the Porte has given full satisfaction and promised the severe punishment of the culprits.

London, 11th August.

The Macedonian Committee have sent to the representatives of the Powers at Sofia a circular declaring that unless a Christian Governor, independent of the Porte, is appointed the struggle will continue to the end.—N.C.D.N.

Berlin, 13th August.

The whole population of Macedonia is now in open revolt. The Powers will leave the restoration of order to Turkey. The reforms recently instituted have, by this revolt, been completely interrupted.

A change in the personnel of the Cabinet of Serbia has been made. This is indicative of the uncertain position of King Peter, surrounded as he is by the conspirators who murdered King Alexander.—O. Lloyd.

## OBJECTION TO AFRICAN WELCOME NEWS.

London, 13th August.

The report of the African Immigration Commission recommending the establishment of an Immigration Department which will provide for the exclusion of undesirable or destitute aliens, and the registration of immigrants, making all who become undesirable or destitute

within two years after landing liable to expulsion and repatriation at the cost of the shipowners who brought them.—N.C.D.N.

THE VICEROY OF INDIA.

London, 14th August.

Lord George Hamilton stated in the House of Commons that it had been arranged that Lord Curzon should remain in India until May, 1904. Should he be able to continue the duties of Viceroy beyond that, the Government would extend his tenure of the office for a period not exceeding two years. It is likely that before entering on this fresh term his Lordship may require a holiday in England.—N.C.D.N.



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Manager.

Hongkong, 1st January, 1901. 123

## PUBLIC COMPANIES

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**THE DIVIDEND** declared for the Half-year ending 30th June last at the rate of **ONE POUND AND TEN SHILLINGS STERLING** per Share of £ 25 is payable on and after **MONDAY**, the thirtieth day of **AUGUST** current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,  
**J. R. M. SMITH,**  
Chief Manager.

Hongkong, 15th August, 1908. [2315

**THE ORIENTAL CIGARETTE AND TOBACCO COMPANY, LIMITED.**

**NOTICE.**

**NOTICE IS HEREBY GIVEN** that Certificates Nos 1 and 2 above, representing 400 First Morrissey Delicacies in the

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PHILIPPE, Esq., of Kobe, Japan, having been lost or stolen, same will be Cancelled and new Certificates issued if not produced at the COMPANY'S OFFICE care of Messrs. WILKINSON & GRIST, No. 9, Queen's Road Central, Victoria, Hongkong, before the 21st August, 1903.

By Order of the Board,  
WILKINSON & GRIST.  
Hongkong, 14th August, 1903. [2310

HONGKONG and WHAMPOA DOCK  
COMPANY, LIMITED.

THE ORDINARY HALF YEARLY

**MEETING OF SHAREHOLDERS** will be held in the OFFICES of the Company Queen's Buildings, Connaught Road, on **MONDAY, the 24th AUGUST**, at 12 o'clock noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st June, 1903.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 10th to 24th **AUGUST**, both days inclusive.

By Order of the Board of Directors

THOS. I. ROSE,  
Secretary.

Hongkong, 30th July, 1903. (2159)

**HUMPHREY'S ESTATE AND FINANCE  
COMPANY, LIMITED.**

**N**OTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING OF HUMPHREY'S ESTATE  
AND FINANCE COMPANY, LIMITED,  
will be held at the COMPANY'S OFFICES,  
Nos. 38 and 49, Queen's Road Central, Victoria,  
Hongkong, on SATURDAY, the 31st day of  
OCTOBER, 1903, at NOON, when the

1. "That the Capital of the Company be increased from \$1,000,000 (divided into

100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine.

2. That Article 43 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

“The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretaries and other employees) and commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company.”

Should the above Resolutions be duly passed

Special Resolutions to a Second Extraordinary General Meeting which will be subsequently

convened.  
Dated this 24th day of July, 1903.  
JOHN D. HUMPHREYS & SON,  
General Managers. [2206]

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Hongkong, 28th November, 1902. [11]

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If this true health is wealth,  
If you'd take your proper place,  
If for health you'd join the race,  
Always with a smiling face,  
Where you can get good drink I guess,  
Pure water we always use,  
Essences many from which to choose,  
One list of drinks will you amuse.

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F. P. DANENBERG, Manager,  
Factory & Office—West Point; Telephone 367  
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Novel Spectacles. Best in the Far East.  
Refreshing and invigorating drinks of the  
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Hir-Ose, Winter Stent, Strawberryade,  
Jubilee-Champagne, Orange Champagne, Hot  
Ale. [11-2]

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ON  
ILLUSTRATED POST CARDS  
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For Sale at GRACA & Co's Stall at  
HONGKONG HOTEL CORRIDOR.

Also  
Used and Unused Foreign and Colonial  
POSTAGE STAMPS  
in Sets, Packets or Single. King Edward VII  
Albums. Catalogues, Hinges, &c., &c.  
Inspection invited.  
Hongkong, 15th June, 1903. [2011]

## GENERAL BOTHA'S LETTER.

The following is the text of General Louis Botha's notorious letter. Mr. Leonard Courtney, who forwards it to the Times, says:—"The enclosed letter from General Botha has been sent to a friend here, who has read it to me. The General is willing to be published, and I think it should be read widely, though it may not be generally liked, because it expresses views which we ought to know and to which very little information reaches us." The letter runs thus:—

I have delayed rather long before writing to you. The fact of the matter is that one does not like to express an opinion on events before one is at some distance from them and can discern their effects. And although I personally never had a doubt about the meaning of Mr. Chamberlain's visit to the country, still I did not like expressing my opinion while there was yet a chance of matters turning out better than I had anticipated.

However, there is or can be no doubt any longer that, at any rate as far as the Transvaal is concerned, Mr. Chamberlain's visit to South Africa has been a dismal failure, and has left matters worse than he found them. We did our best to gather at Pretoria at the time of his visit all the most influential and representative burghers of the Transvaal in order that he might have an opportunity of negotiating himself at first hand with the views and sentiments of the people. We saw him only once in a joint body as a public deputation. For the rest he saw none of us and preferred to gather his information and advice from quarters about which the less we say the better. At the public meeting he adopted a line of reply which could not but be considered insulting, and which was so considered by everybody present.

His great fault was our ingratitude and non-recognition of the fact that the Government was spending 15 millions sterling on the restoration of the country to its pre-war condition. Everybody knew, and since has been wondering and asking where and how and on whom this vast sum of money has been spent, for there is certainly no public evidence of it, except perhaps in the Blue-books which are sent to the Colonial Office for home consumption.

From Pretoria Mr. Chamberlain went to Johannesburg, and as he was there dealing with men who represented nobody but themselves, unless it be their financial principals in Europe, he seems to have had much easier work in persuading them to assent to his poor country being saddled with a war debt which, in proportion to the white population of the country, is probably one of the largest in the world. Rumour has it—I repeat it for what it is worth—that even this reluctant assent was given when dark threats were made of a much larger debt being placed on the country and the mineral assets being withdrawn from public participation and earmarked specially for the payment of the war debt. It thus became a case of Hobson's choice, and there is no doubt now that these individuals with whom Mr. Chamberlain conducted these interesting negotiations through Lord Milner unfortunately chose wrongly. However, the main point to bear in mind is that an unprecedented war debt was placed on the Transvaal against the express declarations of the burgher representatives and without the consultation or concurrence of a single section of the population of the country. And in the face of this Mr. Chamberlain declared at his recent Birmingham meeting that "the representatives of every class in the Transvaal took upon themselves" this burden of a war debt.

While Mr. Chamberlain was at Cape Town Lord Milner offered to General D'Arcy, Smuts, and myself seats on the new Legislative Council. As, however, we could not act in our individual capacity, and as no opportunity could be given us of consulting the burgher population, and as, moreover, nothing whatever had been done to give effect to the solemn representation which we had made to Mr. Chamberlain at Pretoria, we felt bound to decline this honour. We took, however, the liberty of pointing out to Lord Milner that it was better to face the situation honestly and manfully, and that it was undesirable to retain all power in the hands of the Government under the Crown Colony system and to share its responsibility with an anonymous Legislative Council; in other words, that the Government, having all the power, should also retain all the responsibility, and that there would be no objection to this so long as it continued to govern—justly and fairly. The warning to govern justly and fairly seems to have been as little heeded as the warning against a mongrel nominee Legislature.

Well, we have our Legislative Council now, but as I myself declined to sit on it, it is not for me to criticise it. The burgher population, however, laugh to scorn the very idea that it is representative of that Council. The warning which we conveyed to Lord Milner—that that Legislative Council would set the ball of high politics rolling—has come true. One of its very first tasks was the changing of the status of the coloured people, which, however, the good sense of Sir Richard Solomon negated after it had been solemnly passed. The Government, having avoided one extreme, has now run amok on the other. As the municipal franchise was not to be given to the coloured people, no more was it to be given to the overwhelming population of white aliens in this country; in other words, the coloured British subject and the white alien should be regarded as equal in this British colony. The logic of this may be sound, but its policy, in view of the universal opinions of South Africans, is more than questionable; while the situation becomes utterly ridiculous when you remember that it was Lord Milner's advocacy of the cause of the white alien which was the direct cause of the war.

Leaving the Legislative Council alone, I wish to refer very briefly to some other questions of grave importance. The work of the Repatriation Department is a complete and dismal failure. However good the intentions of the Government with this branch of the administration might have been, still it cannot be denied that the Repatriation Boards have been struck with a strange powerlessness, for which their composition in the teeth of our advice and recommendations has been largely responsible. Lord Milner's despatches about the huge success of this department are nothing more than a fairy tale. Will you believe it that now, more than twelve months after the conclusion of the war, these boards are still travelling over the country and wasting the public funds in order to apportion the "free grant" of three millions? No wonder that the burghers have given up all hope of ever having anything given them out of this "free grant." Although this relief fund was in the Vereiniging conditions of surrender called a "free grant," I have not yet met a single burgher in the Transvaal who has received anything to be signed for or secured by sureties or promissory notes.

Then there is the school and language question, which we brought to the attention of Mr. Chamberlain, and which has already in very form been brought to the attention of the Government. But in vain. The Government has imported a number of English educational experts, under whose care and instructions the education of the Boer children is now directed to a goal which no Boer professes to foresee or understand. An intensely religious, moral, and conservative people, the Boers find their whole existence torn up by the roots, as it were, their children educated by strange people who may be Romanists or Sacerdotalists, and probably are, who do not know their language or modes of thought, who teach the children Dutch without knowing it, who teach them history which every child knows to be a travesty of the facts and whose whole influence is unconsciously directed to making plain to the ordinary Boer the gulf which separates him from his conquerors. Do you think that such an educational system—administered, too, with that red tape which before was almost unknown in this country—is a factor for conciliation in this country? Do you think the Boers will love and admire their conquerors for openly trying to Anglicize their children and for putting their language on the same footing practically as Zulu, Sotho, or any other foreign language? It sometimes seems to me that the Government has forgotten every lesson of Transvaal history. We have asked for School Boards to direct local education along general lines to be supervised by the Education Department. This system, which is only one form of that local self-government which alone suits free and progressive peoples, worked perfectly well all over South Africa before the war. No doubt it is derided by the imported educational experts who are experimenting with their abstract theories on the Boer children. Free schools, also instigated by school committees nominated by the parents, are now in operation in many parts of the country and are frequented by more than 4,000 children. In these schools the fundamental principle is the equality of English and Dutch; and when you consider that the parents have in these hard times to pay for the teaching of their children in these free schools, while next door the Government school affords gratis education, you can understand with what rooted suspicion they must consider these Government schools.

You see very little writing in the papers on these subjects. The fact is that the Boers are a silent people and would rather suffer in silence than make a parade of their grievances. The grievances that you mostly hear of in the Transvaal are, strangely enough, those of the capitalists and mining magnates. And the particular grievance which is now most popular is the want of native labour for the mines. Before the war one did not hear so much of this as of the kindred complaint that the native labour cost too much. No doubt one of the hopes which these people built on the successful issue of the war was that of cheap native labour. Unfortunately this hope has turned out a complete delusion. The natives are there right enough, but their suspicions have been thoroughly roused; most of them have made much money out of the military during the war and are now quietly waiting for the fulfilment of the many other promises by which the military secured their co-operation in the late war.

So now the cry is all for cheap Chinese labour. In other words, the vastly preponderant black population of South Africa must now be reinforced by hordes of the yellow races from Asia in order that the mining ventures of the Transvaal may pay dividends. These financial gentlemen are not deterred by the prospect that such a step will degrade South Africa for ever, and prevent it from being a country for immigrants, and finally make it once more a black man's land. What feeling have they for South Africa or the coming generations of its people? We are convinced of their utter and naked selfishness; and, what is more, we are convinced of their stupidity and want of foresight in all matters of politics. Their general interference in the politics of South Africa from the days of the Jameson raid up to the present constitutes one unbroken record of stupendous blundering and misadventure, and

FROM HOT TO COLD.  
Dysentery is prevalent everywhere in summer, and is due to miasmatic poisons, and begins abruptly with inflammation of the mucous lining of the large bowel. In America the disease is common, but properly treated does not result so seriously as in the tropics. Perry Davis' Painkiller is the best known remedy, and the most efficacious in the treatment of dysentery.

We do not think that the destinies of this sub-continent ought to be entrusted to such people. Unfortunately, however reluctantly I say it, I have no doubt that the government of this country is almost completely dictated by the mining magnates. And that makes the situation all the more serious for the general population of the country, English as well as Dutch.

You see in what a difficult position my colleagues and myself are placed. If we sit still while the country is going to the dogs, we fail in our most important duty to the State. If, on the other hand, we criticise the policy of the Government and those who stand behind the Government, we are branded as agitators and are taunted with starting a revolutionary propaganda. However, it seems that the time has come for us to speak out, and not by our silence to appear to acquiesce in the wrong course affairs are taking.

It will be with great reluctance that we shall do so. God only knows what a chance this Government had of winning the respect and the confidence of the Boer population. A singular misconception of their character, however, has led the Government into a policy of firmness and assimilation, which has completely precluded all possibility of the Boers revising their notions of British policy. It is to them still the same policy which drove their forefathers from the Cape and which has driven South Africa in blood and tears. If they were prepared to have an open mind after the war, I am afraid they are less so to-day. If the Government had started the administration of the country on broad and statesmanlike lines and on the democratic principle of trusting the people, then nothing would have been too great for the silent forces of respect, co-operation, and conciliation to have accomplished in time. Instead, however, the whole policy of the Government has been inspired by fear and distrust, and cast along those narrow bureaucratic lines which are equally abhorrent to all Colonials and South Africans.

The consequences of all this is that the Transvaal is to-day in a most unhappy and dissatisfied temper. The English, even more than the Dutch, are bitterly complaining. The only redeeming feature of the situation is that in this common adversity English and Boer are being drawn together; but it is not a work of which the Government has any reason to be proud.

You must not infer from all this that the Boers are seething with discontent. There is a wonderful calm everywhere observable. All their energies are engaged in the work of rebuilding their homes and repairing the losses of the war. Nothing is more touching and inspires me with more hope for the future of the country than the whole-hearted way with which the people have thrown themselves into this work. The summer harvest was a failure because of the severe drought, but even now as much ploughing has been done for the winter as probably in any previous year.

Refreshing and Agreeable.

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A pleasant Antiseptic Soap (containing only pure Carbolic Acid). Should be used regularly to improve the skin and complexion and prevent infection.

F. C. CALVERT & Co., Manchester, Eng.

1394-2

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN

PRACTICE will be carried out from the

Sanatorium (Peak) on the 26th AUGUST,

1903, at an anchored target.

Practice will commence about 8 A.M., and end about 9 A.M., if the range is clear.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 17th August, 1903. [2336]

CHEONG SHING.

GENERAL EXPORTERS.

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JEWELLERY, DIAMONDS, PEARLS,

PRECIOUS STONES, SILKS, IVORY

WARES, EMBROIDERIES AND

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Wholesale and Retail at very moderate rates.

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(Opposite Messrs. C. J. GAUNT & Co.)

Hongkong, 16th May, 1903. [2298]

NOTICE TO LADIES.

MADAM FLINT wishes to inform her

Lady Patrons, and the General Public

that she has now REMOVED to the CON-

NAUGHT HOTEL, FIRST FLOOR, where

she is opening up, on a more extensive scale,

DRESSMAKING and MILLINERY

PARLOURS, which will be known as

MADAM FLINT & CO.

MODE DE PARIS.

MADAM FLINT is leaving for Paris of

the 11th INSTANT, and will be pleased to receive

orders from Ladies desiring any special goods,

in the way of LINGERIE, DRESSES, and

HATS in any particular fashion or design, &c.

She will also bring out new goods for the

BALL and RACE SEASONS.

MADAM FLINT also begs to inform the

Hongkong Ladies that, in order to make room

for the New Stock, she will hold a CLEAR-

ANCE SALE at her new establishment,

commencing on the 27th INSTANT, when some

very cheap bargains will be offered.

Hongkong, 30th August, 1903. [2168]

MUSIC.

RAPID Tuition given on the HANJO,

VIOLIN, &c. Terms moderate.

L. A. DE GRACA,

58, Peel Street, or

Care of Daily Press Office.

Hongkong, 11th August, 1903. [225]

WM. POWELL, L.D.,  
GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND  
GENTLEMEN'S OUTFITTERS,

28 & 31, QUEEN'S ROAD.

LADIES' AND CHILDREN'S DEPARTMENTS,

OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

GENTLEMEN'S DEPARTMENT,

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WM. POWELL, L.D.

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## PORCELAIN CIGAR CASES

for household use. Capacity—One and Two Hundred Cigars each.

Guaranteed to keep Cigars dry in a damp climate, and moist in a dry climate, combining utility with beauty and security, with a perfect preservation of Cigars. Would be pleased to have you inspect these PORCELAIN CIGAR CASES.

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## NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

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N. INUIZUKA, Manager, Hongkong.

## NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP

COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have

been OPENED at No. 35, QUEEN'S

ROAD CENTRAL, 2nd FLOOR.

Hongkong, 21st March, 1903. [924]

CHINESE AMERICAN COMMERCIAL

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司公美華

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MANUFACTURERS.

THIS Company's Offices are Established at

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opposite Douglas Pier.

Hongkong, 1st May, 1903. [1321]

HONGKONG STEAM WATER-BOAT

COMPANY, LIMITED.

NOTICE.

I HAVE this day resumed charge of the

above Company.

J. W. KEW,

Manager, Hongkong, 18th August, 1903. [2330]

THE MUTUAL LIFE INSURANCE

COMPANY OF NEW YORK.

RICHARD A. McCUE, President.

ORGANISED IN 1843.

MR. GEORGE ECKLEY has been

appointed AGENCY DIRECTOR of

the above Company and a Branch Office has

been opened in the Hongkong Club Annex,

Ground Floor, Clatter Road.



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VANCOUVER, VIA SHANGHAI, &c.  
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KOBE & YOKOHAMA  
NAGASAKI, KOBE & YOKOHAMA  
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SHANGHAI  
SHANGHAI  
SHANGHAI  
NINGPO & SHANGHAI  
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FOR MANILA.  
**T**HE Company's Steamship  
"LOONGSANG,"  
Captain G. S. Weigall, will be despatched as  
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This steamer has superior accommodation for  
First-Class Passengers, and is fitted throughout  
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Hongkong, 17th August, 1903. 12324

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Captain Levonins, will be despatched on  
SATURDAY, the 22nd inst., at 4 P.M.  
For Freight, apply to

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THE Company's Steamship  
"SALAZIE,"  
Captain Nègre, will be despatched for the above  
port on or about MONDAY, the 24th instant.

Hongkong, 18th August, 1903. [2  
 INDO-CHINA STEAM NAVIGATION  
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Hongkong, 18th August, 1903. [2334]

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 STEAMERS FITTED THROUGHOUT WITH  
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**BUTTERFIELD & SWIRE,**  
 AGENTS.  
 Hongkong, 4th July, 1903. [1964

[illegible]

PALAWAN	Brit. str.	J. D. Andrews	P. & O. S. N. Co.	About 21st inst.
MONETHSHIRE	Brit. str.	G. C. Cundy	SHAWAN, TOMES & CO.	25th inst.
VALENTIA	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	20th inst., at Noon
PINGSUBY	Brit. str.		BUTTERFIELD & SWIRE	22nd September.
JASON	Brit. str.		BUTTERFIELD & SWIRE	21st October.
HAKATA MARU	Jap. str.	F. L. Seamer	NIPPON YUSEN KAISHA	22nd inst. D. daylight
CALEDONIAN	Frn. str.	Marcontini	MESSAGERIES MARITIMES	25th inst. at 1 P.M.
OSTIA	Brit. str.	A. Baker	BUTTERFIELD & SWIRE	1st September.
AMU MARU	Jap. str.	N. Tani	NIPPON YUSEN KAISHA	5th Sep., Daylight
KIKUCHI	Jap. str.	Robinson	YAMAGUCHI	1st September.
GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	29th September.
AGAMEMNON	Brit. str.		BUTTERFIELD & SWIRE	13th October.
PAK LING	Brit. str.		BUTTERFIELD & SWIRE	27th October.
KIUTSCHOU	Ger. str.	Babrows	MELCHERS & CO.	31st Sep., at Noon.
SITHIONA	Ger. str.	Hildebrandt	HAMBURG-AMERICA LINE	29th inst.
KONIGSDERG	Ger. str.	Mayer	HAMBURG-AMERICA LINE	12th September.
ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERICA LINE	23rd September.
AFRÉSINIA	Ger. str.	Filler	HAMBURG-AMERICA LINE	7th October.
GOUDARF PART	Ger. str.	Lehmann	BRADLEY & C.	2nd inst. at 4 P.M.
ARABIA	Ger. str.	Bavins	HAMBURG-AMERICA LINE	To-day.
BABON DIENES	Rus. str.	H. Plozing	SHAWAN, TOMES & CO.	About 31st inst.
MOUL	Brit. str.		DOUGLAS & CO. Ld.	26th inst. at Noon.
E. OF INDIA	Brit. str.	R. Archibald	CANADIAN PACIFIC R. CO.	7th October.
TARTAR	Brit. str.	E. Beetham	CANADIAN PACIFIC R. CO.	To-day.
PLEADES	Brit. str.	Purington	DODDRELL & CO., LIMITED	26th inst. at 4 P.M.
AKI MARU	Jap. str.	J. W. Ekstrand	NIPPON YUSEN KAISHA	8th Sep., at 4 P.M.
DEUCALION	Brit. str.		BUTTERFIELD & SWIRE	6th September.
SHINANO MARU	Jap. str.	W. Thompson	NIPPON YUSEN KAISHA	8th Sep., at 4 P.M.
INDRAPURA	Brit. str.	Hollingsworth	PORTLAND & ATLANTIC CO.	To-day.
EMPIRE	Brit. str.	T. P. Helms	GIBB, LIVINGSTON & CO.	18th inst. at Noon.
SENGHIA	Brit. str.	T. Moore	BUTTERFIELD & SWIRE	24th September.
SOCOTRA	Brit. str.	C. J. Bonden	P. & O. S. N. Co.	About 22nd inst.
HIROSHIMA M.	Jap. str.	N. Naga	NIPPON YUSEN KAISHA	4th Sep., at Noon.
HITACHI MARU	Jap. str.	J. Campbell	NIPPON YUSEN KAISHA	25th inst. at Noon.
YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	9th Sep., at Noon
ANAM	Frn. str.	Truck	MELCHERS & CO.	Quick despatch.
KWEIYANG	Brit. str.		BUTTERFIELD & SWIRE	29th inst.
NINGPO	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
SALAZIE	Frn. str.	Negro	MESSAGERIES MARITIMES	About 24th inst.
BALLAVARAT	Brit. str.	F. R. Summers	P. & O. S. N. Co.	About 29th inst.
KWANGIN	Brit. str.		BUTTERFIELD & SWIRE	22nd inst.
CHONG CHU MARU	Jap. str.	T. Ogata	OSAKA SHOSEN KAISHA	22nd inst.
MAIDUKE MARU	Brit. str.	T. Saito	OSAKA SHOSEN KAISHA	To-morrow.
HAIOHONG	Brit. str.	H. S. Smith	DOUGLAS LAFAR & CO.	To-morrow, 10 A.M.
ROSETTA MARU	Jap. str.	G. S. Weirall	K. K. JARDINE, MATHESSON & CO.	To-morrow, 4 P.M.
LOONGSANG	Brit. str.	J. McGinty	SHAWAN, TOMES & CO.	25th inst., at 4 P.M.
PERLA	Brit. str.	Ootterbridge	BUTTERFIELD & SWIRE	29th inst.
SUN-KIANG	Brit. str.	R. Rodger	SHAWAN, TOMES & CO.	29th inst., 10 A.M.
ZAFIRO	Brit. str.	T. Moore	BUTTERFIELD & SWIRE	14th September.
CHANGSHA	Brit. str.	Stommerville	BUTTERFIELD & SWIRE	To-day.
WU CHANG	Brit. str.	W. Frazier	BUTTERFIELD & SWIRE	To-mo. tow.
HUNAN	Brit. str.	T. Marai	NIPPON YUSEN KAISHA	8th Sep., at Noon.
BONDAI MARU	Jap. str.	M. Courtney	JARDINE, MATHESSON & CO.	25th inst., at Noon.
YANKEE	Brit. str.	E. E. C. Roberts	P. & O. S. N. Co.	About 23rd inst.
SWIFT	Brit. str.			

**NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.**  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION			
STEAMERS.		SAILING DATES.	
* KIAUTSCHOU	... ..	THURSDAY	3rd September
BAYERN	... ..	THURSDAY	17th September
ZIETEN	... ..	WEDNESDAY	30th September
SEYDLITZ	... ..	WEDNESDAY	14th October
ROON	... ..	WEDNESDAY	28th October
FRUSSEN	... ..	WEDNESDAY	11th November
* HAMBURG	... ..	WEDNESDAY	25th November
PRINZ HEINRICH	... ..	WEDNESDAY	9th December
KONIG ALBERT	... ..	WEDNESDAY	23rd December
1904			
* KIAUTSCHOU	... ..	WEDNESDAY	6th January
SACHSEN	... ..	WEDNESDAY	20th January
BAYERN	... ..	WEDNESDAY	3rd February
SEYDLITZ	... ..	WEDNESDAY	17th February
ROON	... ..	WEDNESDAY	2nd March

ON THURSDAY, the 3RD day of SEPTEMBER, 1903, at Noon, the Steamship "KLAUTSCHOU," of the HAMBURG-AMERIKA LINE, Captain Behrens, with a full PASSENGER-SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on TUESDAY, the 1st September, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 2nd September, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 2nd September. Consignee of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should be marked "Paid Cash in Measurement." The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

Hongkong, 20th August, 1903. [5]

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. .

**SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.**

R.M.S.	"EMPRESS OF INDIA".....	6,000 Tons.....	WEDNESDAY, 26th Aug.
R.M.S.	"EMPRESS OF JAPAN".....	6,000 Tons.....	WEDNESDAY, 23rd Sept.
R.M.S.	"TARTAR".....	4,425 Tons.....	WEDNESDAY, 7th Oct.
R.M.S.	"EMPRESS OF CHINA".....	6,000 Tons.....	WEDNESDAY, 21st Oct.

L.M.S. "ATHENIAN" .....	3,882 Tons .....	WEDNESDAY, 4th Nov.
L.M.S. "EMPRESS OF INDIA" .....	6,000 Tons .....	WEDNESDAY, 18th Nov.
L.M.S. "EMPRESS OF JAPAN" .....	6,000 Tons .....	WEDNESDAY, 18th Dec.
L.M.S. "TARTAR" .....	4,425 Tons .....	WEDNESDAY, 30th Dec.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through

the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver for the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

The attractive features of this Company's route embrace its **PALATIAL STEAMSHIPS**, second to none in the World, the **LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS** (the Company having received the highest award for service of China, JAPAN, and the Philippines), and the **GENEROUS SERVICE** rendered to the service of China and the Philippines.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Feddor Street.

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FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN J. D. Andrews, R.N.R.	About 21st August	Freight and Passage.
OKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	SOCOTRA C. J. Bexton, R.N.R.	About 22nd August	Freight only.
LINGAPORE, COLOMBO and BOMBAY	NANKIN E. C. Roberts, R.N.R.	About 23rd August	Freight only.
LONDON, &c.	VAIETTA W. B. Palmer, R.N.R.	Noon, 23rd August	See Special Advertisement.
HANGHAI	BALLAARAT F. R. Samuels	About 26th August	Freight and Passage.

For further Particulars, apply to  
L. A. HEWETT,  
Superintendent.  
Hongkong, 20th August, 1903.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION		TO ALTERNATION
STEAMERS.	DESTINATIONS.	SAILING DATES.
YAKATA MARU F. L. Summer	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 22nd Aug at DAYLIGHT.
KENT MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 25th Aug at 4 P.M.
YACUCHI MARU J. C. Campbell	KOBE and YOKOHAMA	FRIDAY, 28th Aug at DAYLIGHT.
HIROSHIMA MARU J. Nagao.	MOJI, KOBE and YOKOHAMA	FRIDAY, 4th Sep at NOON.
WA MARU N. Trenn	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 5th Sep at DAYLIGHT.
OMBAY MARU T. Murai	BOMBAY via SINGAPORE and PENANG, COLOMBO and PORT SAID	TUESDAY, 8th Sep at NOON.
HIYANO MARU W. Thompson	VICTORIA, B.C. and SEATTLE U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 8th Sep at 4 P.M.
AWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 9th Sep at NOON.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Company's World-Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

Apply to—

T. S. TAKAYANAGI, Acting Manager.

**NORTHERN PACIFIC STEAMSHIP CO  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY**

PROPOSED SAILINGS FROM HONGKONG,  
VIA  
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND  
YOKOHAMA.  
FOR  
VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
PLEIAPES	F. G. Purington	3,753	August 20th
OLYMPIA	J. Truebridge	2,837	September 10th
LYRA	F. Williams	4,417	September 17th
TACOMA	A. Dixon	2,312	September 24th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to  
**DODWELL & COMPANY, LIMITED,**  
 GENERAL AGENTS

# HAMBURG-AMERIKA LINIE NORDEUTSCHER LLOYD

**OSTASIATISCHER FRACHTDAMPFER DIENST.**

King Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STRAIMERS.	DESTINATIONS.	SAILING DATES.
ARIA		

apt. Bable .....	NEW YORK, via SUEZ CANAL .....	On 20th Aug.	Freight.
PHONIA .....	HAYRE, ANTWERP & HAMBURG		
apt. Hildebrandt .....	(Calling at Singapore and Colombo)	On 29th Aug.	Freight.
INGSBERG .....	HAYRE, BREMEN & HAMBURG		
apt. Mayer .....	(Calling at Singapore and Colombo)	On 12th Sept.	Freight & Passengers.
PHONIA .....	HAYRE & HAMBURG		
apt. von Döhren .....	(Calling at Singapore and Colombo)	On 23rd Sept.	Freight.
ESSINTIA .....	HAYRE & HAMBURG		
apt. Filler .....	(Calling at Singapore and Penang)...	On 7th Oct.	Freight.

For further particulars, apply to  
**HAMBURG-AMERIKA LINIE.**  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW	"DAIJI MARU"	SATURDAY, 22nd
AND AMOY	T. OGATA	August
TAMSUI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 23rd
AND AMOY	T. W. GROVES	August
SWAMPING, VIA SWATOW	"MAIDZU MARU"	FRIDAY, 21st
AND AMOY	"S. S. S. S."	August.

The Co.'s <sup>own</sup> Steamers are specially designed for the coast and for the trade between Hongkong and the ports of the coast.

ness, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Our Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Shanghai, to load or discharge cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office, 8, Des Voeux Road Central.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD. JOINT SERVICES. FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"GLAUCUS"	On 20th August.	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 22nd August.	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 4th September.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th September.	
GLASGOW and LIVERPOOL	"JASON"	On 17th September.	
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.	

FOR	STEAMERS	TO	DATE
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.	
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.	
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd September.	
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.	
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.	
MARSEILLES, LONDON and ANTWERP	"JASON"	On 20th October.	
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.	

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE, and YOKOHAMA	"DEUCALION"	On 6th September.	
The s.s. "TELEMACHUS" left Tacoma on the 9th inst., for Japan ports and Hongkong.			
The s.s. "PINGSUEY" left Singapore on the 15th inst., and is due here on the 20th inst.			
The s.s. "GLAUCUS" left Singapore on the 18th inst., a.m., and is due here on the 22nd inst.			

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
IOLOLO	"WUCHANG"	On 20th August.	
SHANGHAI	"NINGPO"	On 21st August.	
CEBU and IOLOLO	"HUNAN"	On 21st August.	
NINGPO and SHANGHAI	"KWEILIN"	On 22nd August.	
CHEFOO and TIENTSIN	"KWEIYANG"	On 23rd August.	
MANILA	"SUNGKIANG"	On 24th August.	
PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIENS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 14th September.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th August, 1903.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
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PERLA	1980	J. McGinty	Manila, Iloilo and Cebu	Thurs. 25th Aug. 4 P.M.
ZAFIRO	2540	R. Rodger	Manila Direct	Sat. 29th Aug. 10 A.M.
RUBI	2540	R. W. Almond	Manila Direct	Sat. 5th Sep. 10 A.M.

For Freight, or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 19th August, 1903.

## PORTLAND & ASIATIC STEAMSHIP CO.

Proposed SAILINGS FROM HONGKONG VIA INLAND SEA TO PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
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"INDRAPURA"	4,809	A. E. Hollingsworth	August 20, 1903
"INDRASAMHA"	5,197	W. E. Craven	September 13, 1903
"INDRAVELLI"	4,899	R. P. Craven	October 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian, and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 11th August, 1903.

## TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
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"ROSETTA MARU"	H. S. Smith	3876	Thursday, 20th August, at 4 P.M.
"BOHILLA MARU"	E. P. Bishop	3869	Wednesday, 20th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 18th August, 1903.

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

"BARON DRIESEN," Captain H. Plazing, will be despatched on WEDNESDAY, the 20th AUGUST, to be followed by the s.s. "NORDKYN" later.

For Freight, No. apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 24th July, 1903.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADE, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "VALETTA," Captain W. B. Palmer, R.N., carrying His Majesty's Mail, will be despatched from this office for Bombay, etc., on SATURDAY, the 29th AUGUST, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay with transhipment.

Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 18th August, 1903.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"MOGUL"	31st Aug.
"BRAEMAR"	10th Sep.
"SATSUMA"	23rd Sep.
"SHIMOSA"	10th Oct.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 12th August, 1903.

## NIPPON YUSEN KAISHA.

MID-SUMMER EXCURSION TRIPS TO JAPAN AND BACK.

THE Nippon Yusen Kaisha are prepared to issue FIRST CLASS RETURN TICKETS FROM HONGKONG TO YOKOHAMA AND BACK for the round fare of Yen 98 payable in local currency. Return Tickets are available for return up to the 31st October, 1903.

Stop-over privileges allowed at any port and between Moji and Kobe passengers have the option of travelling by the Sanyo Railway.

For information as to sailings, steamers, etc., apply at the Company's Local Offices in PRINCE'S BUILDINGS, First Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 28th July, 1903.

## FOR CANTON.

THE new and fast Twin-Screw Steamer "SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 8 P.M. Excellent accommodation, electric light and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. RIVOUX & CO., No. 128, Cornhill Road Central.

Hongkong, 30th June, 1903.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 24th August, 1903.

## FOR NERVOUS EXHAUSTION.

CHAPOTEAU'S Phospho Glycerate of Lime

For Nervous Troubles in Adults and Children

SOLD IN Capsules, in Syrup, and in Wine

Increases vital energy and nerve force. Full instructions with each bottle.

CHAPOTEAU-PARIS, FRANCE

1892-4

## MARTIN'S APOL & STEEL PILLS.

For Nervous Exhaustion, Indigestion, Headache, etc.

These pills are the only ones of their kind in the world. They are the only ones that will cure the most stubborn cases of Nervous Exhaustion, Indigestion, Headache, etc.

At all Chemists and Druggists, or by Post to J. B. MARTIN, 10, rue de la Harpe, PARIS.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer "NINGCHOW"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 22nd inst.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered at or the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 14th August, 1903.

## FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship "ANDALUSIA," Captain von Döhren, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 14th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 3 P.M.

No Fire Insurance will be effected by me in any case whatever.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 14th August, 1903.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAPURA," FROM PORTLAND (OR.) YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by me in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 15th August, 1903.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship "GLENTERET"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 22nd inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW, Hongkong, 15th August, 1903.

## OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer "KINTUCK"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 17th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered at or the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th August, 1903.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 19th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th August, 1903.

## NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamship "CHUSAN," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:— From London, Co., ex s.s. "Himalaya," From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day, the 13th inst.

Goods not cleared by the 20th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 13th August, 1903.

## HIGH-CLASS CHRISTMAS CAKES, decorated, from \$1.00.

Plain Christmas Cakes, from \$1 to \$5.00.

German Sand Cakes, per dozen 0.80.

Assorted Pastry Cakes, per dozen 0.80.

Scottish Buns, from 1.50.

Freshen Steaks, per dozen 2.40.

Mince Pies, per dozen 2.40.

Chicken and Ham Pies, from 3.00.

Chicken and Ham Patties, from 2.40.

Game Pies, from 5.00.

Christmas Puddings, to Order.

Please apply to WEISMAN & CO., 142, Praya East, ANGLO-AMERICAN STORES, 64, Elgin Road, or ROYAL BEATED WATER DEPOT, Ice House Street.

Hongkong, 18th December, 1902.

## THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOTZ, S. JACOB & CO., Hongkong, 30th July, 1903.

## PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887.

## SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at Current Rates.

HOTZ, S. JACOB & CO., Hongkong, 2nd April, 1900.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First-Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Hongkong, 20th May 1895.

## INSURANCES.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents.

Hongkong, 21st April, 18



